MARITIME HISTORY 1712-1890 BRYAN ROSE

New Brunswick became a separate province from Nova Scotia for a variety of reasons related to the prison-industrial complex at the same time as Cape Breton in 1784. Cape Breton was mainly Irish and later rejoined to supply Atlantic Canada with coal while New Brunswick was formed for lumber, transportation, crime and punishment, and higher education. The province of New Brunswick was already divided mainly between the English speaking South and French Speaking Northern New Brunswick with scattered forts and bookstores in dense woods. Nova Scotia and its farmland and rocky dunes was founded much earlier with French, British, African, German, Irish, and Scottish towns and had the first settlements of Acadia and also along the Bay of Fundy and Gulf of Maine during the time of Captain Kidd and Blackbeard when theft and murder were rampant. The first gaols constructed by American Loyalists were made of brick and stone and the punishment for theft was a hanging among other deterrents such as stocks and pillory and a whipping post in the early 1800's. The British Treaties stemmed from Fort Halifax with the Treaty of Utrecht (1713) to end the Spanish Succession followed by the surrender of the rest of the French colonies in the Treaty of Verasailles (1763). The Acadian Protest of 1755 at Fort Beausejour resulted in Moncton's new growth, Acadian deportation, and ignited the Seven Years' War which ended with the Battle of Fort Louisbourg (1758) in Cape Breton (formerly Ile Royale). Fort Louisbourg was a completely walled town and French Military Base and Harbour. A musket and a pistol were used in the battle until after the War of 1812. All ships, the Moncton scow, and other working boats operated with the use of sail; and later the steam engine which was also used on the railway with Cape Breton coal. The new Maritime invention of the screw propeller by John Patch was used on working boats and ships albeit later with the invention of the electric conductor, and after confederation, Turnbull invented the variable pitch propeller to use on air ships in the 1920's. The first official British Survey of roads for horse and buggy was in 1805 while we were still using the aboriginal forms of transportation which were the birchbark canoe, snowshoe, and toboggan. Prior to confederation of the Eastern Provinces we were using a semaphore system of communication which was coded flags and a telescope adopted by the Duke of Kent from the Napoleonic Wars, print and paper, photography, postal service, and morse code. Prince Edward Island, which was mostly Scottish, held the first meetings for confederation of the two Atlantic provinces of New Brunswick and Nova Scotia along with Quebec and Ontario which were already more industrialized because of the Hudson's Bay Company on Lake Superior which had the country mainly divided between West Natives and Eastern Non-natives before the railway.

Main forts and settlements in Southern New Brunswick during early

colonization before confederation of the Eastern Provinces in 1867

- Settlement of Fredericton on the St. John River- oldest college in Canada once settled by the MicMaq and Maliseet

- Town of Moncton named after Colonel Robert Monckton (formerly Fort Beausejour) nicknamed the hub city because it was the hub of shipbuilding

- Town of St. John Harbour- First Police Union in Canada

- Town of Miramichi- Known for their Irish Newspapers and also Salmon on the Miramichi River

- Seaside Resort of St. Andrews by the Sea- Algonquin Inn (5 Star Restaurant on the Pasamaquoddy Bay purchased by CP Rail)

- Acadian Beach of Shediac- Once the Urban Center of Greater Moncton before the Railway Boom of 1855

- Town of Oromocto- RCAF Base outside Fredericton

- Presque Isle- Historic Acadian Community

- Town of Woodstock- next to the oldest wooden covered bridge in Hartland, New Brunswick
- St. Stephen- Formed after the War of 1812 on the New Brunswick-Maine Border and home of Ganong Chocolatiers

MARITIME GOLDEN AGE FOR TRADE (1830-1890)

- Moncton's shipbuilding port on the Petitcodiac River was very popular

because of New Brunswick's reputation for shipbuilding set by the Marco Polo. Sailing from Britain to Austrailia for St. John, it set new world records for speed. When the compound steam engine was invented shortly after by Benjamin Tibbets from New Brunswick, our lumber trade along the Petitcodiac and Miramichi rivers grew substantially with England and The United States. We moved lumber on locomotive flatcars designed for softwood, then transferred to commercial stage coaches pulled by pit ponies. The electricity conductor was invented just after confederation of the Eastern Provinces so the chainsaw and working saw mills made tree felling easier to move quantity. The lumber along with coal, hay, and food was traded in the Maritime Provinces by the wooden workboat. The Grand Banks off the coast of Newfoundland produced a great quantity of fish sold at markets in newspaper with new fish trawling and farming. Lobster in Shediac, New Brunswick was very popular as it was on the other side of the Petitcodiac River in Alma. Prince Edward Island sold farm machinery and had a ferry service to New Brunswick and then St. John had a ferry to Digby, Nova Scotia. Towards the end of the golden age we began to make the transition from iron to steel and erected the first all-steel bridge in St. John.

- Although Aboriginal dancing and European theatre existed prior to 1610, the golden age for trade was also a boost for art because canned food, public museums, photography, literary works, and art exhibitions started gaining popularity with the new standard for industry. Later on many movie stars and musicians came from Maritime stock.

- Tourism with the good roads movement, railway boom, and faster ships created an additonal option for seeing the country than military. Hudson's Bay Company sold their company to government of Canada and small businesses started opening their doors and the newspapers had a classifieds section to advertise for ma and pa stores.

- In the year 1867 the four provinces of Ontario, Quebec, New Brunswick, and Nova Scotia formed the confederation of the Eastern Provinces. The Canada-U.S. border was drawn after the War of 1812 and our main industrial centres of Toronto and Montreal grew substantially and were, in their respective provinces, now under a form of responsible government.

- Our earliest form of semi-official currency was the Halifax dollar but was replaced by the copper penny and Canadian standard. The first bank which was chartered was The Bank of New Brunswick but the Halifax Trade Board had the last official say on business including fire prevention, marine salvage, farm machinery, and home insurance. Their effect on Maritime trade was substantial. Other businesses included cotton, carboard boxes, canoes, local arts and crafts, animal breeding, and consumer products. St. John was the commercial hub of New Brunswick for the golden age for trade with Moncton a close second.